

**2006**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**192**  
Town of Clarksville

Information in this report is included in Report  
**58**  
(Mecklenburg County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

### Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Clarksville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
15 College St	From: SCL Clarksville															
	Town of Clarksville (Maint: 58)	0.73	5600	N	90%	1%	1%	2%	6%	0%	N	0.095	N	0.548	5800	N
15 58 49 Virginia Ave	To: US 58 Virginia Ave															
	From: US 58; College St															
15 58 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	13000	G	91%	1%	1%	1%	6%	0%	C	0.087	F	0.520	14000	G
	To: NCL Clarksville															
49 58 Virginia Ave	From: WCL Clarksville															
	Town of Clarksville (Maint: 58)	0.97	7500	G	84%	1%	1%	1%	13%	1%	F	0.085	F	0.580	7500	G
49 58 Virginia Ave	To: US 15, US 58															
	From: US 15 W, College St															
49 15 58 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	13000	G	91%	1%	1%	1%	6%	0%	C	0.087	F	0.520	14000	G
	To: NCL Clarksville															
58 49 Virginia Ave	From: WCL Clarksville															
	Town of Clarksville (Maint: 58)	0.97	7500	G	84%	1%	1%	1%	13%	1%	F	0.085	F	0.580	7500	G
58 15 49 Virginia Ave	To: US 15 W, College St															
	From: US 15 W, College St															
58 15 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	13000	G	91%	1%	1%	1%	6%	0%	C	0.087	F	0.520	14000	G
	To: NCL Clarksville															

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2Axle 3+Axle 1Trail 2Trail																										
Town of Clarksville																										
722 58	0.13	1900	From:	WCL Clarksville								N	0.087	N	0.529	1900	N	2006								
			To:	ECL Clarksville																						
723 58	Shiney Rock Rd	0.53	730	From:	SCL Clarksville								G	97%	2%	0%	0%	1%	0%	F	NA	720	G	2006		
				To:	US 15																					
750 58	Buffalo Rd	0.76	940	From:	WCL Clarksville								G	99%	0%	0%	0%	0%	F	0.092	F	0.569	970	G	2006	
				To:	58-1125 Woodland Dr																					
750 58	Buffalo Rd	0.64	980	From:	US 58 East								G	99%	0%	0%	0%	0%	C	0.1	F	0.521	1000	G	2006	
				To:	58-1103																					
750 58		0.09	310	From:	Caroline St								R	NA	NA	11/05/2001										
				To:	58-1103																					
750 58		0.09	80	From:	US 58								R	NA	NA	11/05/2001										
				To:	58-1103																					
1101 58	Russell St	0.23	290	From:	US 58								G	96%	1%	2%	0%	0%	0%	C	0.1	F	0.679	300	G	2006
				To:	58-750 Buffalo Rd																					
1102 58	5th Street	0.35	160	From:	58-1109 East St								R	NA	NA	11/05/2001										
				To:	US 58																					
1102 58	5th Street	0.17	180	From:	58-1108 Rose Hill Ave								R	NA	NA	11/05/2001										
				To:	58-1108 Rose Hill Ave																					
1103 58		0.20	150	From:	58-1124								R	NA	NA	11/05/2001										
				To:	58-1107																					
1104 58	Market St	0.10	470	From:	58-1102 5th St								R	NA	NA	11/05/2001										
				To:	58-1105 4th St																					
1104 58	Market St	0.26	180	From:	58-1105 4th Street								G	97%	0%	2%	0%	1%	0%	C	0.136	F	0.609	190	G	2006
				To:	US 58; 2nd St																					
1105 58	4th Street	0.19	120	From:	Dead End								R	NA	NA	11/05/2001										
				To:	58-1109 East St																					
1105 58	4th Street	0.28	520	From:	58-1104 Market St								G	95%	1%	2%	1%	2%	0%	C	0.115	F	0.574	540	G	2006
				To:	US 58																					
1105 58	4th Street	0.08	810	From:	58-1108 Rose Hill Ave								G	95%	1%	2%	1%	2%	0%	F	0.117	F	0.651	840	G	2006
				To:	58-1110 Dan Circle																					
1105 58	4th Street	0.25	1700	From:	58-1109 East St								R	NA	NA	11/05/2001										
				To:	58-1108 Rose Hill Ave																					
1105 58	4th Street	0.09	130	From:	58-1110 Dan Circle								R	NA	NA	11/05/2001										
				To:	58-1109 East St																					
1106 58	3rd Street	0.09	30	From:	58-1123 Commerce St								R	NA	NA	11/05/2001										
				To:	Commerce St; Gap Terminus																					
1106 58	3rd Street	0.18	200	From:	US 58; Gap Terminus								R	NA	NA	11/05/2001										
				To:	58-1108 Rose Hill Ave																					
1107 58	7th Street	0.09	170	From:	58-1117 Carolina St								R	NA	NA	11/05/2001										
				To:	US 58																					
1107 58	7th Street	0.18	250	From:	US 58								G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.542	260	G	2006
				To:	US 58																					

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Clarksville</b>																
(1108) 58	Rose Hill Ave	0.19	590	G	99%	0%	0%	0%	0%	C	0.125	F	0.52	610	G	2006
(1108) 58	Rose Hill Ave	0.12	610	R							NA			NA		11/05/2001
(1108) 58	Rose Hill Ave	0.32	60	R							NA			NA		11/05/2001
(1109) 58	East St	0.17	180	R							NA			NA		11/05/2001
(1110) 58	Dan Circle	0.19	30	R							NA			NA		11/05/2001
(1111) 58	Forest Hill St	0.82	180	R							NA			NA		11/05/2001
(1112) 58	Carol Ave	0.08	80	R							NA			NA		10/04/2001
(1113) 58	Mecklenburg Blvd	0.08	60	R							NA			NA		10/04/2001
(1113) 58	Mecklenburg Blvd	0.13	60	R							NA			NA		10/04/2001
(1114) 58		0.08	150	R							NA			NA		10/04/2001
(1115) 58	Chandler St	0.09	160	R							NA			NA		10/04/2001
(1116) 58	Adams St	0.09	170	R							NA			NA		10/04/2001
(1117) 58	Carolina St	0.14	210	R							NA			NA		11/05/2001
(1118) 58	Grace St	0.18	50	R							NA			NA		11/05/2001
(1119) 58	Ferry St	0.12	170	R							NA			NA		11/05/2001
(1119) 58	Ferry St	0.23	100	R							NA			NA		11/05/2001
(1120) 58		0.04	230	R							NA			NA		11/01/2001
(1121) 58	Sizemore St	0.04	60	R							NA			NA		11/05/2001
(1122) 58	6th Street	0.17	270	G	99%	0%	1%	0%	0%	C	0.123	F	0.583	280	G	2006
(1123) 58	Commerce St	0.10	100	R							NA			NA		11/05/2001

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2Axle 3+Axle 1Trail 2Trail																	
Town of Clarksville																	
<div>1124</div> <div>58</div>	0.09	400	From:	58-1103								NA		NA		11/05/2001	
			To:	US 58; 9th St													
<div>1125</div> <div>58</div>	0.31	600	From:	US 58								0.113	F	0.561	620	G	2006
			To:	58-750 Buffalo Rd													
<div>1126</div> <div>58</div>	0.04	47	From:	58-750 Buffalo Rd								NA		NA		11/05/2001	
			To:	58-1141 Pine Valley Rd													
<div>1127</div> <div>58</div>	0.08	130	From:	58-1128 Crescent Dr								NA		NA		10/04/2001	
			To:	US 58													
<div>1128</div> <div>58</div>	0.03	20	From:	Dead End								NA		NA		10/04/2001	
			To:	58-1130 WEST													
<div>1128</div> <div>58</div>	0.20	40	From:	58-1130 WEST								NA		NA		10/04/2001	
			To:	58-1130 EAST													
<div>1129</div> <div>58</div>	0.07	90	From:	Dead End								NA		NA		11/01/2001	
			To:	US 58													
<div>1130</div> <div>58</div>	0.10	70	From:	58-1128 EAST								NA		NA		10/04/2001	
			To:	58-1128 WEST													
<div>1131</div> <div>58</div>	0.34	360	From:	58-1142 Venable Lane								NA		NA		11/01/2001	
			To:	US 58													
<div>1131</div> <div>58</div>	0.20	190	From:	58-1142 Venable Lane								NA		NA		11/01/2001	
			To:	58-750 Buffalo Rd													
<div>1132</div> <div>58</div>	0.17	60	From:	US 58								NA		NA		11/01/2001	
			To:	58-750 Buffalo Rd													
<div>1140</div> <div>58</div>	0.09	120	From:	58-1108 Rose Hill Ave								NA		NA		11/05/2001	
			To:	58-1141 Pine Valley Ave													
<div>1141</div> <div>58</div>	0.15	150	From:	58-1126 Nero St								NA		NA		11/05/2001	
			To:	58-1140 Cedar St													
<div>1142</div> <div>58</div>	0.22	100	From:	58-1131 Mansion Dr								NA		NA		11/01/2001	
			To:	Dead End													
<div>1143</div> <div>58</div>	0.30	170	From:	58-1142 Venable Lane								NA		NA		11/01/2001	
			To:	US 58													
<div>1144</div> <div>58</div>	0.17	40	From:	58-1142 Venable Lane								NA		NA		11/01/2001	
			To:	58-1145 Westview Lane													
<div>1145</div> <div>58</div>	0.05	140	From:	58-1131 Mansion Dr								NA		NA		11/01/2001	
			To:	58-1148 Fairfield Dr													
<div>1145</div> <div>58</div>	0.12	60	From:	58-1148 Fairfield Dr								NA		NA		11/01/2001	
			To:	58-1143 Marshall Dr													
<div>1146</div> <div>58</div>	0.09	90	From:	58-1111 Forest Hill St								NA		NA		11/01/2001	
			To:	58-1147													
<div>1146</div> <div>58</div>	0.10	70	From:	58-1147								NA		NA		11/01/2001	
			To:	Cul-de-Sac													

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
<div>1147</div> <div>58</div>	0.05	10	From:	Cul-de-Sac									NA	NA	11/01/2001	
			To:	58-1146 Oakview Dr												
<div>1148</div> <div>58</div>	Fairfield Dr	0.17	70	From:	58-1142 Venable Lane									NA	NA	11/01/2001
				To:	58-1145 Westview Lane											
<div>1149</div> <div>58</div>	Marrow St	0.10	20	From:	WCL Clarksville									NA	NA	11/01/2001
				To:	58-1131 Mansion Dr											